

Final Plan of Development

for the American Flat Road/Lucerne Haul Road
Right-of-Way Amendment (NVN 091237)

Prepared by

Comstock Mining, LLC

July 11, 2016

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1 Purpose and Need for the Facility

Comstock Mining, LLC¹ has prepared this Final Plan of Development (POD) at the direction of the U.S. Department of the Interior, Bureau of Land Management, Carson City District, Sierra Front Field Office (BLM) to accompany the application for a right-of-way amendment (ROWA) to Grant NVN 091237. The Project Area is shown on Figure 1 of the Final Environmental Assessment (FEA).

a. What Will Be Built

Comstock Mining, LLC has applied for an amendment to ROW Grant Authorization NVN 091237 for the improvement of existing roads to facilitate the transportation of mined ore between the Lucerne Pit and the ore processing facility for approximately 30-years and the construction and improvement of non-exclusive American Flat Road segments to facilitate safe access across public land, segregate public and hauling traffic, and improve sight distances for motorists (Figures 2 and 3 of the FEA). A road leading south to the former American Flat Mill site would also be reclaimed as part of this Proposed Action.

b. What Is Its Use

Currently, Comstock Mining, LLC is hauling ore from the Lucerne Pit on the Lucerne Haul Road through Lot 51², then onto the southwest section of the American Flat Road using 38-ton³ haul trucks. Mine-related traffic is also traveling north from Lucerne Pit onto State Route 342 to the north section of the American Flat Road to the Comstock Mining, LLC's administrative offices. The American Flat Road is open and available for public use and as access for private residences (Figure 10 of the FEA). In order to ensure public safety, Comstock Mining, LLC proposes to have exclusive use of the Lucerne Haul Road (Figure 4 of the FEA). The American Flat Road would be realigned in one segment for public access. This would separate public traffic from exclusive use haul traffic for public safety (Figure 5 of the FEA).

c. What Is Its Size

The requested ROWA for the realigned American Flat Road would be approximately 5,341 feet in length. The Proposed ROWA for the Lucerne Haul Road would be approximately 3,785 feet in length. The proposed ROWA for the realigned American Flat Road would

¹ Comstock Mining, LLC is the wholly-owned subsidiary of Comstock Mining Inc. Since the entity of Comstock Mining, Inc. (Inc.) owns all of the entity of Comstock Mining, LLC (LLC), all activity that happens in LLC rolls up to Inc. They are treated as one consolidated company for tax purposes and for Security and Exchange Commission (SEC) reporting purposes as the consolidated ownership is the same. BLM case file records also refer to "Northern Comstock, LLC," which also is a subsidiary of Comstock Mining Inc.

² "Lot 51" is a Storey County designation for Assessor Parcel Number 002-131-001 (Gold Hill Townsite, Block 8, Range D, Lot 51). According to a BLM Cadastral survey completed in May 2016, the legal description for Lot 51 is T16N, R21E, Section 5, Lot 24 and Section 6, Lot 13 for approximately 23.76 acres.

³ All haul truck capacities are based on empty gross vehicle weight.

vary from 100 to 200 feet in width. The proposed ROWA for the Lucerne Haul Road would be up to 150 feet in width. The ROWA area is approximately 26 acres of public lands. The ROWA would only apply to public land portions of the Project Area (Figure 2B).

The total number of acres within the Project Area is approximately 88 acres, with 50 acres on public land and 38 acres on private land. The Gold Hill Townsite Lots 33 and 35 consisting of the town lots patented from December 1872 (Block 8, Range D, Lot 35) and February 1873 (Block 8, Range D, Lot 33) and “Lot 51” have been calculated as private lands. Figure 2A of the FEA illustrates the location of these planned road improvements. As part of the Proposed Action, there could be up to 49 acres of surface disturbance within the Project Area.

Reclamation of a road that leads to the former American Flat Mill site would include approximately two acres on public land.

d. New Construction, Re-construction, or Improvement

“Cemetery Spur Road” and American Flat Road near State Route 342

The Cemetery Spur Road and the north section of the American Flat Road would be accessible by the public with highway-rated vehicles and off-highway vehicles. These are existing roads and are in variable states of repair. Comstock Mining, LLC proposes to improve the north section of the American Flat Road, as well as a portion of the Cemetery Spur Road, adjacent to the Gold Hill (Masonic) Cemetery, by widening the American Flat Road to improve sight distances for safety (Figure 2A of the FEA). In order to avoid impacts to the cemetery from Project-related traffic on the American Flat Road, Comstock Mining, LLC proposes to construct two walls. One wall would be constructed east of the Cemetery Spur Road and would measure up to six feet in height and approximately 260 feet in length. The wall would be constructed to avoid any areas with sensitive resources and be constructed out of native rock from the Lucerne Pit. To accommodate the wall, the side slopes of the Cemetery Spur Road in this area would be adjusted to a 2:1 slope. The wall would be constructed within the width of the proposed ROWA.

American Flat Road Adjacent to the Lucerne Haul Road

For public safety, public and haul traffic would be completely separated by utilizing a new alignment of the American Flat Road. Public traffic would use the realigned American Flat Road as shown on Figure 4 of the FEA. Where the American Flat Road and Lucerne Haul Road would be adjacent, the two roads would be on different elevations and would be separated by a buffer strip (Figure 5 of the FEA). The new alignment (for approximately 912 feet) is located directly north of the existing American Flat Road and serves as a natural location to reroute the American Flat Road. Figure 6 of the FEA illustrates a typical cross-section of the American Flat Road and the Lucerne Haul Road.

American Flat Road and Lucerne Haul Road Intersection

A new curve on the realigned American Flat Road would facilitate public traffic turning south headed towards the former American Flat Mill site, the Virginia and Truckee (V&T) Railroad and several private residences. The curve would follow the same typical cross section and would match the design criteria of the American Flat Road.

The existing American Flat Road heading south from this curve would be improved and where it nears the Lucerne Haul Road, it would be realigned to the east. The intersection currently lies at an angle and does not allow good sight distances. The realignment would make the intersection approximately perpendicular and move the intersection away from the entrance to the processing area. The new configuration would allow for improved sight distances for the public and haul traffic. The north approach of the American Flat Road near the entrance to the processing facility on private land would be moved to the east to align with the south portion of the American Flat Road at the intersection with the Lucerne Haul Road. Signage would be placed at the intersection to control the flow of traffic (Figure 7 of the FEA). Haul traffic on the Lucerne Haul Road would be required to stop at this intersection, while public traffic on the realigned American Flat Road would not be required to stop (Figure 8 of the FEA).

Lucerne Haul Road

The Proposed exclusive use Lucerne Haul Road would be approximately 8,545 feet in length (from the Lucerne Pit to the processing facility in American Flat). The Lucerne Haul Road would be improved to include five-foot tall berms on the outside, as required by the MSHA. The berms would accommodate 60-ton haul trucks or articulated haul trucks. The running surface of the Lucerne Haul Road would be approximately 42 feet. If haulage equipment changes in the future, then the berms would be modified according to MSHA standards. Any additional rock and soil needed to surface the road or build berms would come from native on-site materials. Temporary use areas would not be needed.

The Lucerne Haul Road segments of public land total approximately 988 feet in the Lucerne Pit area, including segments (from north to south) of 190 feet, 59 feet, and 739 feet long (Figure 3 of the FEA). There is one additional public land segment (approximately 249 feet long) south of the curve in Lot 51. These segments are located on public land, would be exclusive to mining traffic, and would connect privately-owned sections of the Lucerne Haul Road that cross Comstock Mining, LLC's patented mining claims.

The cross-section, elevation, and alignment of the Lucerne Haul Road within the wedges in the Pit area would be in constant flux. The geometry of the mine around these wedges would be changing constantly. This would result in the need to change the orientation of the access roads traversing these wedges. It is anticipated that each wedge in its entirety would be disturbed as part of the Proposed Action. The roads would remain in compliance with MSHA design requirements.

Road Reclamation

A road heading south toward the former American Flat Mill site (Figure 2A of the FEA) would be reclaimed according to specifications outlined in the Comstock Mining, LLC Reclamation Permit No. 0196. Reclamation of this road would be approximately two acres of proposed surface disturbance associated with reclamation activities to previously disturbed ground.

e. Temporary or Permanent

The Lucerne Haul Road would be used and maintained year-round for the life of the mine, at which time it would be partially reclaimed and/or completely closed depending on final post-mining land use for the area.

f. Ancillary to an Existing ROW

The public land portions of the exclusive Lucerne Haul Road would be amended to existing ROW Grant NVN 091237.

g. Type and Volume of Traffic

The Lucerne Haul Road would have exclusive haul traffic for up to 60-ton haul trucks. The operation would be 24 hours per day, 365 days per year. Haul truck traffic would be up to 100 round trips per day.

Additional traffic may include water trucks, fuel trucks, contractor support vehicles, blasting trucks, track and tire mounted drills, and private cars, trucks and vans.

The American Flat Road would have typical public traffic.

h. Season of Use

Construction of the roadways and the operation and maintenance of the roads would primarily be during daylight hours but mine operations and use of the Lucerne Haul Road would be 24 hours per day. For maintenance work and snow removal on the Lucerne Haul Road, Comstock Mining, LLC maintenance and snow removal equipment would be included, but not limited to, the following: graders; loaders; and/or bulldozers.

i. Origination and Destination of the Road

The Lucerne Haul Road connects the mine area to the processing facility, both on private lands, by use of the American Flat Road. Under the proposed ROWA the Lucerne Haul Road would be connected to the southern section of the American Flat Road in Section 6, T16N, R21E, and would be exclusive to mine traffic.

The American Flat Road would remain at its current location beginning at State Route 342 and the proposed re-aligned portion of the American Flat Road would public traffic heading south toward the former American Flat Mill site, and the V&T Railroad.

j. Alternative Routes

- Option 1: *Proposed Action* - Use the exclusive Lucerne Haul Road to transport the ore from the existing mine to the processing facility (Figure 2A of the FEA).
- Option 2: *American Flat Toll Road Access Alternative*- Under the American Flat Toll Road Access Alternative, Comstock Mining, LLC would haul ore to the processing facility from the existing Lucerne Pit by traveling north on State Route 342 from the mine and then south on a road that is located north of the American Flat Road which has been historically called the American Flat Toll Road. This alternative was eliminated from detailed analysis because a sharp curve in the road was unsafe for travel by mine traffic.
- Option 3: *Ancillary Road Improvement Alternative*- An alternate configuration of the exclusive Lucerne Haul Road was considered that would have improved an existing ancillary road located south of the existing American Flat Road and connecting it to the Lucerne Haul Road making a single road for use by mine traffic only. This exclusive road would be separated from the north section of American Flat Road by an enlarged outside berm. This alternative was eliminated from detailed analysis as a part of Project redesign to avoid adverse effects to sensitive resources.

Non-Federal Option- If the existing ROW is allowed to expire on December 31, 2017, or the ROWA is not approved by the BLM, Comstock Mining, LLC could implement a non-federal option. This would involve Comstock Mining, LLC use of 16.5-ton haul trucks between the Lucerne Pit and the new process facility in Spring Valley. Haul trucks would travel south on State Route 342 through Silver City. This option is not subject to BLM approval, and Comstock Mining, LLC would construct a new processing facility on private lands in Lyon County (Figure 11 of the FEA).

2 Right-of-Way Amendment Location

a. Legal Description

All roads and road segments discussed in this final POD are located in the SW $\frac{1}{4}$ and the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 5, the E $\frac{1}{2}$ of the NE $\frac{1}{4}$ and the SE $\frac{1}{4}$ of Section 6, and the N $\frac{1}{2}$ of Section 8 of T16N, R21E (MDB&M), in Storey County, Nevada.

b. Maps Tied to Section Corners and Drawings

The locations of these roads and road segments are shown on the attached map (Figure 2A of the FEA).

c. Road Cross Sections, Plan and Profiles

Typical Lucerne Haul Road cross sections with current plan and profiles are provided in Figure 6 of the FEA.

3 Facility Design Factors

a. Minimum and Maximum Engineering Standards

1) Construction Standards

All roads within this ROWA would be maintained to comply with Comstock Mining, LLC's Air Quality Permit AP1041-2761 and Storm water General Permit NVR300000. Additionally, roads that are accessible by the public would be constructed to standards required by the BLM and Storey County, while roads that are specific to mining traffic would be constructed and maintained to standards required by MSHA. Additional improvements to any roads under a ROWA grant beyond those listed in Section 1.c would be submitted to a BLM Authorized Officer for approval.

2) Maximum Grade and Pitch

The existing roads and newly designed sections of road are expected to have a maximum grade of 15 percent and pitch of 4 percent.

3) Requirements and Location of Drainage Facilities

Roadside ditches would be sized according to 100-year 24-hour storm flows. Drainage culverts and crossings would remain in current locations where practicable but may be modified and/or lengthened to accommodate needs of the improved cross section. Re-aligned sections of road would carry storm flow in roadside ditches and cross storm flow through culverts positioned in a manner to attempt to keep flow patterns as close to existing as practicable.

4) Road Surfacing

Road surfacing is shown on typical cross sections in Figure 6 of the FEA.

5) Length and Width of Road

Length and width of roads are listed in Section 1.c above and shown in Figure 6 of the FEA.

6) Cut Fill Diagram

A cut/fill diagram is shown in Figure 6 of the FEA.

b. Detailed Engineering Plans for Major Structures

No major structures are planned to be constructed.

c. Temporary Use Areas

Due to the nature of this Project and the proximity of the mine and processing locations, no temporary use areas would be needed.

d. Areas of Special Consideration

1) American Flat Road – Near State Route 341

For public safety, the northeastern portion of American Flat Road near State Route 342 would need to be widened. Currently there is no line of sight for the dangerous corner and hill as the public turns off of State Route 342. Comstock Mining, LLC would modify both the horizontal and vertical alignment of the section mentioned above for public safety while avoiding identified historical resources.

2) American Flat Road Adjacent to Lucerne Haul Road

For public safety, public and haul traffic would be completely separated by utilizing the existing Flume Trail alignment (Figure 5 of the FEA). Where the two roads are adjacent, the two roads are on different elevations and would be separated by a slope (see cross section in Figure 6 of the FEA). The Flume Trail, which is located directly up gradient of the existing American Flat Road, served the natural location to place an adjacent public road because a cut in the hillside and alignment had already been made.

3) New Curve on American Flat Road

A new curve was placed to facilitate traffic turning to go south towards the former American Flat Mill site or the V&T Railroad. This curve follows the same typical cross section and matches the design criteria of the curve to the north.

4) American Flat and Lucerne Haul Road Intersection

The existing American Flat Road heading south from the previously mentioned curve would be improved and, where it nears the Lucerne Haul Road, is re-aligned to the east. Currently this intersection is at an angle and does not allow good sight distances. The re-aligned location would make the intersection be approximately perpendicular and move the intersection away from the turn in the processing area. This new location allows for much better visibility for public and haul traffic. The north side of American Flat Road is moved to the east to align with the south portion of American Flat Road to minimize disturbance. Signage would be placed at the intersection to control the flow of traffic.

5) Variable Work in the Wedges

The cross section, elevation and alignment of the Lucerne Haul Road within the public land wedges in the Pit area would be in constant flux. The geometry of the mine around these wedges would constantly be changing. This would result in the need to change the orientation of the access roads traversing these wedges. It is planned that the wedge in its entirety would be disturbed in this Proposed Action. The roads would remain in compliance with design requirements set forth by MSHA for safety.

4 Additional Components

a. Existing and Proposed Components On and Off Public Land

Existing and proposed components on public land consist of:

- American Flat Road
- Lucerne Haul Road segments.

Existing and proposed components off of public land consist of:

- Lucerne Haul Road segments
- The existing mine and
- The processing facility.

b. Need for Sand and Gravel

There would be no need for sand and gravel supplies from public land.

c. Location of Equipment Storage Areas

Equipment used for the construction and maintenance of the roads would be stored on Comstock Mining, LLC's private land.

5 Government Agencies Involved

Government agencies involved in the preparation of this final POD include:

- Bureau of Land Management;
- Nevada Department of Environmental Protection;
- Mine Safety and Health Administration; and
- Nevada Department of Transportation.

No U.S. Army Corps of Engineers Section 404 permits are needed based on the scope of this work. An encroachment permit would be required from NDOT for the work to be done at the intersection with State Route 342. Grading permits and other local permits would be acquired as required.

6 Construction of the Facilities

a. Construction Description

The method of construction would be conventional earth moving equipment for the purposes of excavation and embankment.

Comstock Mining, LLC would employ a qualified and licensed contractor as needed to perform the work for the ROWA improvements. Equipment expected to be used would include:

1. One excavator;
2. One D-9R bulldozer;
3. Up to three 631 Scrapers;
4. One water truck;
5. 815 or 825 Compactor; and
6. 140H Motor Grader.

b. Work Force

The estimated work force is expected to be eight persons to operate the equipment listed in Section 6.a and two additional personnel. The number of vehicles for the work force is expected to consist of three vehicles, with four personnel traveling in each vehicle plus one truck for the construction foreman.

The proposed Lucerne Haul Road construction and additional improvements to the existing roads would be performed Comstock Mining, LLC and by a qualified and licensed contractor as needed.

c. Flagging or Staking of the ROWA

Site staking of the ROWA would include the following:

1. ROWA limits;
2. Clearing limits;
3. Road construction slope staking; and
4. Finish stakes.

d. Clearing and Grading

Clearing and grading would likely be performed using a grader or bulldozer, while the construction and maintenance of berms would likely be performed using a bulldozer and a highway truck.

e. Facility Construction Data

Construction would proceed in the following order:

1. Survey and staking;
2. Clearing and grubbing;
3. Excavation and embankment preparation;

4. Subgrade preparation;
5. Finished grading; and
6. Surface finishes.

American Flat Road construction is anticipated to occur in this order:

1. American Flat Road and State Route 342 intersection;
2. American Flat Road new alignment along the Flume Trail;
3. American Flat Road new curve; and
4. Realignment of the western intersection of the American Flat Road and Lucerne Haul Road.

Then, upgrades would be performed to the Lucerne Haul Road including reclamation activities and variable wedge construction.

While the roads are being used by Comstock Mining, LLC, water trucks would be utilized to control dust in accordance with the Nevada Division of Environmental Protection, Bureau of Air Pollution Control (NDEP-BAPC) Air Permit. Dust control additives may also be used and only highway legal water trucks would be used on the public roads.

f. Access To and Along ROWA during Construction

The Project Area would be accessed by State Route 342. Access to the American Flat Road at the intersection with State Route 342 during construction would have traffic control as specified in the NDOT permit and traffic control plan for the construction of the modified American Flat Road.

The realigned segment of the American Flat Road would have construction access from the existing American Flat Road. The segment would only have construction traffic until the alignment is complete. Upon completion of the realignment, access to the Lucerne Haul Road would be limited and public traffic would be directed to the new alignment.

g. Contingency Planning

Comstock Mining, LLC is required to prepare and maintain an Emergency Response Plan by both MSHA and the State of Nevada State Emergency Response Commission. This plan is on file with NDEP-BMRR and is also available upon request.

Comstock Mining, LLC Contact – Larry Gorrel, BLM Contact – Dan Erbes

h. Safety Requirements

Construction activities must comply with National, state and local statutes. The governing agency for safety on the mine is MSHA. Should an emergency occur, Comstock Mining, LLC would follow the Emergency Response Plan (ERP) as recorded with NDEP.

i. Industrial Wastes and Toxic Substances

The use of industrial wastes and toxic substances in the improvement of the roads would not be necessary. Any hazardous materials used during the construction, maintenance, use, or reclamation of this ROWA would be transported, used, stored, and disposed of in full compliance with applicable law. No seasonal restrictions for road improvements are anticipated.

j. Seasonal Restrictions on Various Activities

No fill would be placed during freezing temperature when compaction requirements cannot be met due to frozen water content in the soil.

7 Resource Values and Environmental Concerns

See the FEA (DOI-BLM-NV-C020-2013-0005-EA), which is hereby incorporated by reference.

8 Stabilization and Rehabilitation

a. Soil Replacement and Stabilization

Ditches and drains would be installed, as necessary, to maintain compliance with the Comstock Mining, LLC general stormwater permit.

The Lucerne Haul Road within the Project Area would be reclaimed upon termination of the ROWA during mine closure, unless the BLM or State agencies request that the Lucerne Haul Road remain open for future access. If portions of the Lucerne Haul Road remain open for public traffic, the roadbed width would be decreased to approximately 24 feet for continuous maintenance. Portions of the Lucerne Haul Road that would be needed for site monitoring and maintenance during the post-closure period would remain until final bond release is attained. The American Flat Road would remain in its new alignment to allow for access to American Flat area and not be reclaimed at the end of the Project. The roads that would be reclaimed would be deep ripped to reduce compaction. Roads with significant cut or fill would be graded to blend into the surrounding topography and to generally re-establish the existing drainage patterns. Culverts would be removed or buried and drainage crossing would be reshaped to approximate the original drainage. Riprap or other armoring methods would be used if drainage stabilization is necessary to limit scouring of re-established channels. Approximately six inches of topsoil would be applied to the regarded road surfaces and reseeded using the proposed seed mix. The seeding would preferably be carried out in the fall after the first rainfall and before the winter precipitation. Dragging a light chain over the seeded surfaces would provide sufficient soil covering for the seed. If seeding is not carried out immediately after the road is re-graded, the re-graded surfaces would be scarified prior to seeding. Reclamation of the private land portions of the Lucerne Haul Road within the mine is not proposed. Comstock Mining, LLC proposes to utilize

portions of existing roads to access the proposed ground water monitoring wells following mine reclamation.

b. Disposal of Vegetation Removed

Vegetation that needs to be removed during the improvement of any roads addressed in this final POD would be chipped and removed from the work site.

c. Seeding Specifications

Comstock Mining, LLC would place BLM specified seed mixture appropriate for final reclamation. The seed mix is anticipated to be BLM Seed Mix 2.

d. Fertilizer

Fertilizer is not anticipated in order to discourage noxious weed growth.

e. Limiting Access to Haul Road

Access to the Lucerne Haul Road would be limited by the following features in order of travel on American Flat Road from Northeast to Southwest:

1. Gate access separating the public American Flat Road and the Lucerne Haul Road near Lot 51 which would direct traffic along the new alignment of American Flat Road (the old Flume Trail alignment).
2. American Flat Road and Lucerne Haul Road, when adjacent to each other would be separated by horizontal distance and vertical difference as shown in cross sections in Figure 6 of the FEA.
3. Signage would be placed at the western intersection of American Flat Road and Lucerne Haul Road.

9 Operation and Maintenance

a. Minimum Maintenance and Schedule

The Lucerne Haul Road would be maintained continuously, and daily inspections would be made during work days. If the Lucerne Haul Road is inactive for any period of time, it would be inspected prior to use.

While the roads are being used by Comstock Mining, LLC, water trucks would be utilized to control dust in accordance with the NDEP-BAPC Air Permit. Dust control additives may also be used and only highway legal water trucks would be used on the public roads.

b. Placement of Control, Warning and Directional Traffic Signs

Control, warning, and directional traffic signs would be used as necessary. Speed limits, left hand traffic signs, and control signs would be posted at all entrances to the mine site.

Locations of proposed signs are illustrated on Figures 7 and 8 of the FEA. Figure 9 of the FEA shows the legend for the signs illustrated on Figures 7 and 8.

c. Maintenance of Special Needs

For maintenance work and snow removal on the roads included in this final POD, Comstock Mining, LLC maintenance and snow removal equipment includes, but is not limited to: graders, loaders, and/or bulldozers.

Road watering activities may include ripping the surface to a depth of two inches, blading the roads smooth, and then applying dust suppression, which would significantly reduce the required number of passes with a water truck. Safety

Road construction activities must comply with federal, State and local statutes. The governing agency for safety on the mine is MSHA. Should an emergency occur, Comstock Mining, LLC would follow the ERP as described in Section 6,g.

d. Industrial Wastes and Toxic Substances

(See section 6,i.)

e. Inspection and Maintenance Schedules

All roads would be maintained continuously, and daily inspections would be made during work days. If the roads are inactive for any period of time, they would be inspected prior to use.

f. Work Schedules

The operation and maintenance of the roads would primarily be during daylight hours but mine operations may extend to 24 hours and work schedules and use of the Lucerne Haul Road would be 24 hours/day.

g. Fire Control

There are no structures to burn and no anticipated fire controls other than county fire and water trucks for grass fires.

h. Inspections

Construction would have inspections according to the requirements of state and local permitting agencies.

During operations MSHA has regular site wide inspections that would include the operation and maintenance of the roads.

i. Contingency planning

Contingency planning during operations would be the same as during operation primarily because of the variable construction schedule in the mine throughout mine life (see Section 6.g.).

10 Termination and Restoration

Upon termination of the ROWA, the exclusive use Lucerne Haul Road with its associated structures would be removed and the disturbed areas would be stabilized and re-vegetated, according to specifications outlined in the Comstock Mining, LLC Reclamation Permit No. 0196.